



Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1911.
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East.

No. 16,618 號八十百六十六萬壹第 日七初月六潤年三統宣 HONGKONG, TUESDAY, AUGUST 1st, 1911. 二拜禮 號一月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
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Hongkong 16th June, 1911

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Fresh, Sweet, Firm and cold as ice.

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TERMS VERY MODERATE

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[25]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD, E.C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 1st, 1911.

This revised Anglo-Japanese Alliance has had rather a mixed reception in Japan. Compared with the comments of the English Press, the tone of the Japanese Press can hardly be considered favourable, and as there is considerable unanimity of opinion, the fact is significant. The criticisms naturally turn on Article IV, which deals with the arbitration question. Some difficulty appears to be experienced in explaining the reasons for the Anglo-American arbitration proposals. One paper boldly declares that these proposals were forced on Great Britain by the defenceless condition of Canada and the danger of the complete stoppage of food supplies in case of war with the United States. Great Britain therefore decided to throw over Japan for the sake of an arbitration treaty with the States. From this point of view the action of the Japanese Government in consenting to a revision of the alliance which makes it inoperative is severely blamed. None of the Japanese papers or Japanese publicists seem to recognise the value of arbitration *per se*, and the attempt to discover some profound diplomatic subtlety in the arrangement with America would be amusing if it were not discouraging. In some quarters it is proposed that Japan should herself enter into an arbitration treaty with the States, so as to render the revised Alliance Treaty less one-sided. It is alleged, however, that the Japanese Government has a decided aversion to arbitration, due to the decisions so far rendered in

matters which she has submitted to arbitral tribunals. The House Tax award is said to still rankle in her memory, although, of course, the justice of the decision in that case has never been officially denounced. It is impossible to believe, however, that the Japanese Government would allow one adverse decision to stand in the way of participation in an arbitration treaty, and there are not wanting Japanese statesmen who strongly advocate immediate participation in the Arbitration Treaties which the United States seems willing to conclude with all the great Powers. It is sagely pointed out that Japan could enter with good grace into such a treaty now, whereas later it would appear as if it were forced upon her. Indeed, it would not be surprising if negotiations in the matter had already been opened with America, even before the signing of the Alliance Treaty. One fact which has impressed the Japanese critics of the revised alliance unfavourably is that it comes at a time when the United States is showing herself particularly active in Manchuria. The conclusion of the Chinese currency loan, in which American financiers are participating, has been watched with a good deal of suspicion in Japan, and some amount of protest has been raised against the clause in the loan contract which provides that the financiers of the four Powers interested shall be consulted first in the event of China requiring any further loans. This is felt to be a step towards the establishment of a financial monopoly which can only end in Japan being left out in the cold. There seems to be some idea that the participants in the loan have some official backing, although there is no proof of this; the fact that the financiers concerned happen to be subjects or citizens of four nationalities certainly not establishing the belief that the four Powers themselves have given any guarantees in the matter. However this may be, it is certain the Japanese feel rather sore over the matter and are inclined to imagine that the United States has some deep-laid scheme to deprive them of the paramountcy in South Manchuria, which they have won at the cost of so many lives. Thus the revision of the Anglo-Japanese Alliance in favour of the exclusion of the United States from its operations comes at an inopportune moment, and although the general applause with which it has been received in the West may sweeten the pill, it still remains somewhat difficult to swallow. The Japanese are a sensitive race, quick to take a slight even where it is not intended, and they can hardly be blamed for regarding as a slight a serious modification of an Alliance Treaty which they regarded as one of their highest assets. The Alliance up to now has been a whole-hearted one; Japan could rightly claim that in no other country had Great Britain shown such confidence or placed so much trust. Now there has come between them the shadow of a country which Japan cannot help thinking has acted in a slighting manner towards her in the past, and which shows a tendency to cut the ground from under her feet in the future. The roseate light has faded and Great Britain, it is claimed, is now only desirous of using Japan against her great rival, Germany, with whom Japan has now no cause to quarrel. Nevertheless, the responsible Japanese papers are not inclined to totally condemn the revision. They recognise the value to Japan of an alliance with a great Western Power even on these conditions, and they welcome the prolongation of the term of the treaty.

In the forty-eight hours ended at noon yesterday five Chinese cases of plague were reported in the Colony, bringing up the total for the year to 240.

A Chinese who wrenched part of a water pipe from a wall at 47, Queen's Road West was charged before Mr. Wood at the Magistracy yesterday with larceny. The offence was proved, and the defendant was sentenced to three weeks' imprisonment and four hours' stocks.

A richa coolie, while rushing for a fare on Praya East, knocked down a Chinese woman and caused damage to her clothing and to her person to the extent of \$5.53. The coolie was charged before Mr. Wood at the Magistracy yesterday and ordered to pay \$5.50 compensation.

The return of visitors to the City Hall Library and Museum for the week ended the 30th July, 1911, shows that of non-Chinese there were 440 to the Library and 154 to the Museum, and of Chinese 176 to the former and 2,370 to the latter. The Library was, therefore, used by 616 persons and the Museum by 2,524.

Mr. A. Nilsson, Swedish Consul in Hongkong, sails for Hemeto-day by the *Kitanomaru*. It was only yesterday that Mr. Nilsson received by the mail the official papers connected with his appointment as Swedish Consul in Hongkong. His many friends in the Colony regret that considerations of health render a sea voyage necessary, but hope to see him back in the Colony in three months' time thoroughly restored.

At the Magistracy yesterday Mr. Wood sentenced a Chinese who snatched a watch and chain from a school boy in Queen's Road Central to imprisonment for three months and four hours in the stocks.

Twenty-one Chinese who were arrested in a brothel at Shek-tantun were charged before Mr. Haselard at the Magistracy yesterday with gambling. After hearing evidence his Worship fined the two keepers of the game \$50 apiece, each of the players \$5, and confiscated \$55 which was found on the table.

There will be a riding competition at the Circus to-night, which ought to give endless amusement to all. A prize of \$50 will be given to anyone who rides round the arena three times with both hands clear of the rope and horse, and a second prize of \$10 for the next best attempt. For safety, the riding machine will be used.

Two presentations were made yesterday at the power station of the Electric Tramway to Mr. Alan F. Earle, who has been in charge of the station for the past two years and is leaving Hongkong this morning by the N.Y.K. steamer *Yurata-maru* for Canada, after a brief holiday, he proceeds to Canada. Mr. J. Stodart Kennedy, the Company's General Manager, on behalf of the European staff, presented to Mr. Earle a beautiful Chinese silver rose bowl, suitably inscribed, and the Chinese staff presented a silver model of a Chinese war junk on a black-wood stand, as souvenirs of agreeable relations during his association with the Tramways, with their best wishes for his future success in Canada.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory yesterday—

8.47 a.m.—Cyclone or Typhoon E. of Northern Luzon more than 300 miles distant moving N.W. or N.N.W.

10.40 a.m.—Cyclone or Typhoon E. of northern Luzon more than 300 miles distant moving N.W.

7.25 p.m.—Cyclone and typhoon E. of Northern Luzon less than 300 miles distant, moving N.W.

HONGKONG AND WHAMPOA DOCK CO., LTD.

At a meeting of directors yesterday it was decided to pay an interim dividend of \$1.00 per share for the six months ending 30th June, 1911.

REVIVAL OF THE BOATBUILDERS' STRIKE.

Since the importation of workers from Canton, it was confidently hoped that the local strike of Chinese boatbuilders would terminate. But such a hope was apparently premature, and it would appear that some little trouble must be faced before the strikers will be brought to reason. In the city hunger and blacklegs have made the men amenable, but these contrary influences have not yet been felt in the outlying districts, and considerable impetus has been given to the strike by recent developments at Aberdeen. Two strangers appeared in that village on Saturday morning, and, after conferences with the men, demanded of the owners payment to the carpenters' guild of thirty cents on every \$100 contract. The owners refused, and brought about the arrest of the strangers. News of their apprehension speedily passed among the twenty boatbuilding yards at Aberdeen, and not long afterwards between 300 and 400 men who are employed in these yards had gone on strike. The two men who brought about this occurrence were charged before Mr. Wood at the Magistracy yesterday and remanded.

So far as the city is concerned the strike appears to be at an end, but the men are still out at Yau-mai and Cheung-shawan, and the work in these quarters is being carried on by blacklegs.

THE JAPANESE SUGAR SCANDAL.

Our readers, says the *Japan Mail*, long ago dismissed from their memory the details of the great sugar scandal of 1909, which led to the punishment of several persons and to the suicide of a Director, who was too honourable a man to survive the disgrace with which he had been inadvertently connected. Yet it is only now that the last chapter of this wretched business has been closed. Two of the defendants, Messrs. Aikawa and Isomura, managed to carry the question from court to court, so that the various processes of law occupied twenty-eight months. Judgment has now been finally pronounced by the Miyagi Court of Appeal. It has put aside all the accusations except that of bribery and has moreover reduced the sentence to two years' imprisonment, with a probationary period of five years. This means that unless the accused persons are guilty of some fresh offence, they will escape punishment altogether. Of course the two men are much elated.

CHINESE PIRATES NEAR DAIREN.

Chinese pirates seem to be making themselves very busy in the seas adjacent to Dairen. They commenced operations about a week ago by robbing two Chinese junks near Pitsoo, a name familiar to our readers as that of the place where a Japanese corps d'armée landed in the war with China and subsequently with Russia. The amount of injury done by the pirates on this occasion is not stated, but the account is more explicit with regard to the 9th instant, when four pirate-vessels arrived in the same vicinity, landed the greater part of their crews and assumed on shore a regular military organization. The Japanese police were soon upon the scene, but the marauders escaped into Chinese territory, whither, of course, the Japanese could not follow them. It does not appear that they obtained any considerable plunder on this occasion, but their assurance indicates full confidence in the powerlessness of the Chinese police to deal with such incidents.—*Japan Mail*.

TELEGRAMS.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

THE “EMPRESS OF CHINA.”

SHIP ABANDONED BY THE INSURANCE COMPANIES.

Tokyo, July 31st.

The C. P. R. Company's steamer *Empress of China*, wrecked at the entrance to Tokyo Bay, has been abandoned by the insurance companies concerned.

The major part of the crew have arrived in Yokohama.

The position of the ship is such that there is no hope of saving her.

AN UNSUCCESSFUL APPEAL.

Tokyo, July 31st.

The Appeal Court has confirmed the sentence of five years' imprisonment passed by the Lower Court on the United States bluejacket, Atkins, for the murder of a comrade in the U.S. Naval Hospital at Yokohama.

Though a further appeal could be made to the Court of Cassation, it has been decided not to carry the case further.

[THROUGH REUTER'S AGENCY.]

SIR WILFRID LAURIER AND RECIPROCITY.

London, July 31st.

The Dominion Parliament has dissolved and will reassemble on October 11th.

Sir Wilfrid Laurier in his election address is appealing on behalf of reciprocity, which, he says, will not impair British preference, but will eventually help to further the friendly relations between Great Britain and the United States.

PRINCE OF WALES APPOINTED MIDSHIPMAN.

London, July 31st.

The Prince of Wales has been appointed midshipman on the battleship *Hindustan*.

NOTABLE FOOTBALL PERFORMANCE.

London, July 31st.

The Calcutta Bengal team Mohan Bagan, whose prospects have engrossed Bengal for weeks, have won the Football Association Shield, beating the 2nd East Yorkshires by two goals to one. Eighty thousand Bengalis assembled at Maidan, and when the result was announced tore off their shirts and waved them. They also cheered the losers.

The European spectators viewed the proceedings in a spirit of good humour, and the absence of any indication of racialism was noted.

PERSIAN OUTLAWS.

London, July 31st.

A message from Teheran states that the Mejlis has decided to offer £16,500 sterling, the amount of the pension forfeited by the ex-Shah by his return to Persia, for his apprehension, dead or alive, and smaller sums for the arrest of his two brothers.

SHIPBUILDING RETURNS.

HIGHEST FIGURES RECORDED.

From the returns compiled by “Lloyd's Register of Shipping” for the June quarter it appears that there were 496 vessels of 1,476,394 tons gross under construction in the United Kingdom on June 30, as compared with 394 vessels with a tonnage of 1,118,587 for the corresponding quarter of last year. This total does not include warships. The figures are the highest reported in the Society's quarterly returns, being 62,000 tons more than the previous record total, which was reached in September, 1901, while the figures for June, 1907—745,005 tons—have practically doubled in the last two years. Of the vessels under construction, 350, with a total tonnage of 1,202,376, were for this country; 28, with a total tonnage of 49,474, for the British Colonies; and three for Germany with a total tonnage of 15,065.

There are at present 64 war vessels under construction in this country, of which 11 are being built at His Majesty's dockyards, and 48 at private yards for the British Navy, while five are being constructed at private yards for foreign Governments.

There are at present 82 vessels of 255,906 tonnage being built in German yards, 32 vessels of 78,325 in Dutch yards, 53 vessels of 27,935 in American yards, 29 with tonnage of 125,180 in French yards, and 26 of 35,239 tons in Japanese yards. These figures do not include war vessels.

LOCAL SPORT.

WATER POLO SHIELD COMPETITION.

One of the principal matches in the competition for the Water Polo Shield was played at the V.R.C. last evening, when the Boys' Own Club met the V.R.C. The V.R.C. were the generally anticipated winners, but in the first half the B.O.C. played such an excellent game that spectators fancied they were witnessing another fight between the old Corinthians. The premier club, however, produced the stronger team, and although there was no score in the first half, the stamina of the teams showed in the second when, after constant pressure, Barros scored a goal for the home team and Pereira recorded another two.

Final: V.R.C. 3; B.O.C., nil.

ORIGIN OF WATER POLO.

During the summer months water polo is probably the most popular form of sport in Hongkong, and it will interest many followers of the game to learn something of its origin. The following account is taken from an old issue of the *Aberdeen Journal*—

On the evening of 10th May, 1876, the first aquatic football, or water-polo, match was played in the Public Baths, Crooked Lane, Aberdeen. This was at a gala held on behalf of the funds for the sufferers in the Torry ferry-boat accident, by which upwards of thirty people lost their lives on the Spring Holiday, Wednesday, 5th April, of that year. To serve as an extra attraction at a gala a novelty was wished for, and owing to the popularity of the well-known ball game, Mr. William Wilson, Glasgow, who was consulted on the subject, suggested water football, and wrote rules whereby the land game might be adapted to water. The idea was accepted, and teams of the Bon Accord and Deo Clubs played the first of that game, which has attained such world-wide popularity, and the origin of which has seemingly been lost sight of by many writers on swimming. In the first match, the first one to play the ball was William Burnett, who passed to James Moat, who thus scored the first goal in the first match ever played, and the Deo S.S.C. were the winners.

OPIUM LESS DANGEROUS THAN ALCOHOL.

T. P. O'Connor, in reviewing a book of reminiscences by the Rt. Hon. Robert Farquhar, M.D., calls attention to a curious statement. Dr. Farquharson found the true remedy for this difficulty of Parliamentary life—he specialised—and the House, with all its faults, is always glad to listen to a specialist; indeed to anybody who brings to the subject under discussion first-hand and accurate information. Trained as a man of science, he was able to speak with authority on scientific subjects, such as public health. I remember very well several speeches of his, but one in particular stands out in my memory, for dealing with the fanaticism of some teetotalers and some very vehement criticism on the growth of opium in India, the Doctor brought out the interesting fact that the great and good Wilberforce—the man above all others wise as to the abolition of slavery—used to take an opium pill whenever he had to make a speech in the House. I suppose that Wilberforce had seen his great friend, William Pitt, so often the worse for liquor, that he thought any form of stimulant less dangerous than alcohol.

“TEMPORARY DEATH” PISTOL.

INVENTION FOR DISABLING ARMED CRIMINALS.

In consequence of the alarming increase of the use of firearms by criminals in their attempts to escape from the police, the Berlin authorities have issued new instructions to constables concerning the use of revolvers in self-defence. Hitherto, policemen were ordered to avoid using their revolvers when it appeared probable that they could disarm, without mortally wounding, a violent criminal by a stroke with the sword with which they are all provided, but in future they have instructions to shoot down without hesitation anyone who threatens their personal safety.

In connection with these new instructions to the police, a Frankfurt manufacturer has written to the papers calling attention to the weapon which he has invented and patented under the German Act. He calls it the “temporary death” pistol, and states that he has constructed a charge for it consisting of a mixture of chemicals which, when emitted from the barrel, produce the total disablement of the adversary for a period of ten or fifteen minutes. The chemicals, he says, impair the power of sight and render breathing difficult, but at the same time there is no danger whatever of any permanent injury being inflicted.

The inventor adds that numerous tests have been carried out, all of which substantiated the statements which he now published, with the suggestion that his patent pistol should be supplied to the police as the most effective conceivable weapon for their purposes.

BRAVE INDIAN PRINCE.

SUPERB HORSEMANSHIP SAVES A SERIOUS ACCIDENT.

A wonderful display of horsemanship by one of the Indian Princes was the means of preventing a serious accident at Hurlingham recently, when a gymkhana was held in honour of the Maharaja Scindia of Gwalior and the Maharaja of Bikanir.

The Maharaja Scindia was taking part in a tent-pegging contest, and had apparently been troubled by his turban slipping forward. As a result his Highness, instead of taking the peg, left his lance sticking in it, and almost immediately afterwards lost control of his horse, a spirited grey, which bolted with him at a terrific speed. The animal made straight for a hurdle fence about 40 yards distant, behind which a number of society people including many ladies, were sitting eight deep.

For a moment it appeared that a terrible accident was about to occur, for had the horse leaped the fence it would have crashed into the spectators. Just as the horse reached the fence, however, the Maharaja dismounted, regardless of the fact that the beast was at full gallop, and throwing his full weight on to the bridle, brought the animal up on its haunches within a yard and a half of the danger.

Great cheering followed on this remarkable and plucky achievement, and subsequently Lord Huddington, in presenting to his Highness a gold cup as captain of the Indian team, complimented the Maharaja on his superb horsemanship.

THE LATE MR. G. W. NOEL, OF SHANGHAI.

The *N. C. Daily News* of July 24th says:—We record with deep regret the death of Mr. G. W. Noel, of the well-known firm of Noel, Murray & Co., which occurred at his residence, 12, Love Lane, on Saturday.

Mr. George Washington Noel was the third son of the late David Cole Noel, M.D., L.R.C.P., and was born on April 30, 1856, at Upper Tooting, London, S.W. He was thus in his 56th year when he passed away quietly at midnight on Saturday. He was educated at the Wesleyan Collegiate Institution, Tunton, which college was chosen for him, and all his brothers, perhaps because the late Rev. Moulton, of Leys School, Cambridge, was formerly a Master at Tunton and was related to Dr. Noel. In 1873 Mr. G. W. Noel joined Messrs. Thorne & Lea, of Mark Lane, London, the well-known tea merchants, and in 1875, at the early age of 19, he went out by them to Shanghai to join the Yusa Fong Hong, where for a time he was book-keeper, and later became manager of the firm. In 1887 he resigned his position and joined the late Mr. Lewis Moore in his business, but did not long remain with this firm. He decided to start business on his own account, and it was about this time he became associated with the late Mr. W. C. Murray, the result being the building up of the firm of Noel, Murray & Co., which was afterwards converted into a limited liability company. In 1904 Mr. Noel made a trip to England, and it was while attending the wedding of Mr. Duncan Glass that he met his wife, Miss Nora Simpson, daughter of Mr. James Simpson, formerly proprietor of the Old Dock, early in 1905 Mr. Simpson visited Shanghai, accompanied by his two daughters, and it was then that Mr. Noel became engaged to, and married, Miss Nora Simpson, the wedding taking place at the Cathedral on April 27, 1905. There is one little daughter, now five years old. Last year Mr. Noel became very ill, and travelled home at the end of June, returning in October much improved in health. At the beginning of this year an old heart trouble again made itself unpleasantly apparent, and close upon this came the death of his partner. On being joined by his brother, it was arranged that Mr. Noel should visit Canada, in the hope that the beautiful air of Laguna would restore his health, and he was to have begun the voyage to-morrow. On Saturday evening he enjoyed dinner, was apparently in good spirits, and acquiesced in all the arrangements that had been made for his journey. On retiring, he at once complained of pain in the heart region. Dr. Ziervogel, his physician, was called, and rendered every possible aid, but his patient fell into unconsciousness and so passed quietly away.

CORONATION DAY AT SEA.

CELEBRATION ON JAPANESE LINER.

The Japanese mail steamer *Yawata Maru*, which arrived at Hongkong yesterday had a large number of passengers on board on her last trip to Australia, and Coronation Day was celebrated at sea. The liner was approaching Townsville, Queensland, and at 11 o'clock in the morning of the 22nd June the passengers, at the invitation of Captain Sekine, attended in the saloon, where they were surprised to find the apartment decorated in a most lavish fashion. The commander then proposed the health of King George and Queen Mary. In the course of a speech he traced the rise of the British Empire, and concluded with a reference to the England-Japan alliance. Captain Sekine's historical sketch was greeted with cheers, which were repeated at his call in honour of the King and Queen. The whole day was spent in festivities. A programme of sports was held in the afternoon, and in the evening a banquet, followed by a dance, was given. The toast list was as follows:—“The Emperor of Japan,” “The King,” “The Queen,” “The Captain, Officers, and Crew of the *Yawata Maru*.” Speeches were made by Messrs. Dodds and T. Young, Captain Sadler, Captain Sekine, and Miss Poolman. Altogether the celebrations were a success and appreciated to the full by the Britishers on board. The ship was escorted from end to end. Captain Sekine was assisted by the officers in carrying out the programme.

KING GEORGE'S SAXON DESCENT.

While various learned correspondents are discoursing in the *Expositor* on the Irish as well as the Welsh descent of the King, it may be worth while to draw attention to his Saxon descent both his parents' side from King Harold, who fell at Hastings. To Englishmen, at any rate, this fact should be of interest.

It seems that after the battle of Hastings Harold's children were taken by their Danish grandmother to her own country, where they were kindly treated by and taken under the protection of their kinsman, King Sverre of Denmark. One of these children, the Lady Gytha, was married to Vladimir Monomach, Grand Prince of Kiev, by tradition said to have been the first Tsar of Russia. Vladimir had a son, Mstislav, whose daughter married Canut Grand Duke of Sleswig, whose son again became King Waldemar I. of Denmark, from whom are descended both Queen Alexandra and King George, the former through the various Royal Houses of Denmark, the latter through Queen Anne, wife of King James I. of Great Britain, commonly known as Anna of Denmark.

Some doubt has been expressed by Professor Freeman and others as to the Lady Gytha being the great-grandmother of Waldemar in preference to some other wife of Vladimir, but Saxo Grammaticus is very clear on the point, and calls attention expressly to the fact of the Danish Sovereign (Waldemar) possessing both English and Russian blood in his veins.

It is not improbable that the necessity of a convert to the Greek Church being rehearsed led to confusion, for just as Princess Dagmar of Denmark has been converted into the Empress Maria of Russia, so the Lady Gytha would have been changed into Grand Princess Euphemia or some other name familiar to Eastern Christianity.—*Pall Mall Gazette*.

DECLARATION OF LONDON.

SPEECH BY MR. GERHOM
STEWART, M.P.

Mr. Gerhom Stewart, M.P., participated in the debate on the Declaration of London in the House of Commons on July 3rd.

Mr. Gerhom Stewart said:—I intervene in this debate as one who was resident in that part of the world where the episodes actually took place which called this Declaration into being. I feel sure I express the opinion of every Englishman east of Suez when I say they will hear with astonishment and profound disappointment that our Government are prepared to sign a Declaration placing the sinking of neutral British ships at the discretion of any foreign commander. What we have looked up, on in the past as regrettable incidents, we must now, I suppose, have to accept as the ordinary course of things in time of war. The hon. member who has just sat down seemed to me to share with us certain doubt about the real virtue of this Declaration, because even he seemed to think that conditions were required and that we ought to have certain alterations made in it before ratification.

But Article 65 in the Declaration says that the whole or nothing must be accepted; you cannot make certain emendations. It is because I wish to see certain emendations made that I support the motion for delay. The hon. member reproached us that some members on this side of the House say that we have got advantages from this Declaration, while some say we have not. Does not that show that we are approaching the matter in a non-party spirit? I listened to the speech of the Foreign Secretary with very great interest, and he said that this question was one which should be approached in a non-party spirit. I wish that the Government would back him up in that position. One short week ago, in a moment of universal rejoicing, we forgot all party differences; now, when we are considering a matter of common danger to the whole community we should do the same thing, because, generally, if and when this Declaration becomes operative, the whole of this country, Radical or Tory, will have to sink or swim together.

The Foreign Secretary said that the crux of the whole contention was the question of our food supply in time of war. He proceeded to give us very good comfort on that point by saying that the Declaration did little to help us in time of trouble. He then proceeded to commend the justice to be obtained in foreign law courts, and it rather seemed to me that if you get little justice in individual cases, when we are dealing with them in large numbers you cannot hope for very much from the International Court. Reference was made to the action of Russia in the late war in a manner which seemed to imply that we did something that we should not have done in accepting what they did. But Russia at the end of the war sank ships and took away the whole of the country and to try to embroil us. They were so annoyed with the help that we had given the Japanese that the few commanders left acted almost as distracted people. Fortunately this country was not drawn into that contention, and the then Government was supported in the course which it took by hon. gentlemen opposite.

The Foreign Secretary said that he could not speculate on what the United States would do, and immediately proceeded to do so. It seemed to me that he believed that the whole success of this Declaration depends on our being good friends with the United States. We all earnestly hope that that may be, but for the United States to act as convoy to their food ships under Articles 61 and 62, is such an active participation in hostilities as to be almost equal to an alliance. It has been said by the hon. member for Kingston (Mr. Cave), with whom I agree entirely, that we must be as neutrals. As far as I can read this thing, I think we are bit both ways, especially when we are belligerents, because as belligerents we risk our own ships, and we consent to the sinking of our friends' ships when they come to help us. I think we should only look at this Declaration from the point of view of belligerents. Our interests as neutrals and our profits as neutrals are the interests and profits of the few. What a man's ship must be in a question more for the underwriters than for the shipowners. Whereas our interests as belligerents are the food and ability of resistance of the many. This amendment is reasonable; I cannot understand the objection of the Government to accepting it, unless they are determined, from the party point of view, to save the face of the Foreign Office and Admiralty for having concluded a bad bargain. The prevailing feeling throughout the whole of the country is that in some way or other we are getting the worst of the bargain, and nothing which I have heard in this debate has removed that impression from my mind.

One has been struck with the minatory tone of those who are upholding this Declaration. I have not really heard one single man who seemed to be content and happy that we are going to sign it. They approach it from the point of view that they have not conceded anything very much, they admit there are points in it they do not like, but on the whole they think it a good thing to have a definite written agreement in regard to points of maritime law. We are all agreed on that, provided it does not cost too much. That is a philosophic frame of mind in which to approach it. But we must remember we are dealing with a question in which philosophy will be of no help at all, when this Declaration comes into active operation. It is given to us on the principle that half a loaf is better than no bread. It may be, if the bread is good; but we think that this bread is sour, because it is saturated so much with the spirit of concession. What we wish, in seeking the Government to withhold ratification immediately from this Declaration, is that in future this half loaf may not be saturated with the tears of a people grieving at being having legislated in haste. We are told that it has been two years before the public. I admit it. But what sort of a period of two years? I do not suppose that in history there have been two years so full of incident in political life in this country. We have had the Budget, we have had two elections, we have had the lamented death of the late King, we have had the Coronation of our King.

It is the common experience of political thinkers that the British public like to take one thing at a time, and it is only at this individual moment that this question is seriously engaging the attention of this country, and I maintain most earnestly that we have no right to sign a document upon which that most vital point, the premonition of merchantmen, and the possible revival of pirating in its most vicious form, are left an open issue. As regards that point, I object to the Declaration, not only for what is in it, but also I object very much for what is not in it. This question should be cleared up before we tie ourselves up with an ambiguous scheme of this nature. The First Lord in reply to a question

of the noble Lord the member for Portsmouth (Lord Charles Beresford) gave a very cryptic sort of assurance that if our ships are burned by enemies or merchantmen not properly equipped, as we maintain, under regular authority as war vessels, it would be worse for the men who did it. What does that right hon. gentleman mean? If we say nothing now, and leave our position in doubt, we certainly cannot treat those men as pirates and hang them. You would be violating public opinion in this country, and the civilized world would be against us if we proceeded to do such a thing as that. And if we did it, we would engender into hostilities a bitter feeling which would be most deplorable. It is an idle threat for the First Lord. He knows it, and we know it. But I should like to be quite clear as to what position we are going to take up before we sign a scheme of this sort. I was astonished at the light and airy manner in which the hon. member for Richmond spoke about the damage which our ships might suffer from these armed merchantmen in time of war. I would recommend him, and also any other hon. member in this House who has never read the book, to make a very careful study of Captain Semmes' book, "My Cruises in the Alabama and Sumter." The Alabama was nothing more than an armed merchantman. She was of much the same class as the ships we had afloat in 1885 in China, when the Russian scare was on. It is absolutely impossible to overestimate the damage which could be done by half a dozen Alabamas let loose on our trade routes, and interfering with our food supply, which is so vital to the position of this country. We would have dismay, consternation, and panic following rather than horrible rapidly. Clause 47 in this agreement, gives, as the hon. member for Kingston pointed out, the right of search and of removal from on board our ships. It is a right which the United States and Great Britain have most jealously resisted. It was our exercise of that right against American ships which brought about the war of 1812, and it was our resentment at the arrest of Messrs. Mason & Slidell from the Trent which so nearly brought about war between the United States and ourselves in the sixties. It had been in operation forty years ago. Under this particular clause, if Captain Semmes himself might have been taken off a British ship after the sinking of the Alabama, and would probably have been hanged, because the United States, or the Northern States, were very much incensed against him. As it was in those more humane days Captain Semmes lived to an old age, and we had to pay \$5,000,000 for having a left-handed connection with an irregular war vessel. We used to proudly say that the British flag was a refuge for the brave and the unfortunate. It is no longer. This Declaration tears a very great piece from our flag, when we have to hand men over to foreign Powers. There is the question of blockade. It is said that this is one of the things from which we get some advantage. My own idea of the value of the blockade is that it is becoming gradually and beautifully less, and that with submarine torpedoes, and mines we cannot risk valuable ships on a coast for blockade purposes. We consent to the sowing of narrow waters like the Thames and the Channel with mines, and we give up our right to close the North Sea between Scotland and Norway.

We get some legal statement as to what is contraband and what is not, but we get no statement as to who settles the word. "Contraband" upon which the whole value of the statement depends. Imagine some naval lieutenant, on a wet, blowy night, wishing to damage his enemy. Would he be stopped by paper safeguards? Most assuredly he would not, and he would not be worth his salt if he were. Then we hear a great story about the Imperial Conference having passed some sort of favourable resolution in regard to this Declaration. Australia, I understand, did not assent, and the South African newspapers apparently do not approve of what their representative did. At any rate too much ought not to be made of their guarded acceptance. A great many of the proposals put forward by our Government did not receive very favourable acceptance. One can understand that, with a natural feeling of good fellowship and a desire not to hurt our Government's feelings, this question received less consideration than it should have had on its merits, and immediately after this Declaration was proposed, Canada, through her Prime Minister, expressed the earnest wish that if Great Britain was engaged in any war that Colony should be allowed to contract out. Important as it is for these Overseas Dominions, it is not of the same vital interest to them as it is to us. Their people will not have to run the risk of starvation. They will not have to pay the indemnity if we are unsuccessful. As to the International Court, I have read about that in the Declaration, but I do not read anything about International Police to carry out and enforce the court's decision. Do all the Powers agree to coerce a delinquent? Who enforces the decision? The Court if some Power sinks a ship wrongfully and refuses to pay damages? If it be a strong Power they will fear to cross her, and if it be a weak and small Power they will be too pathetic to take the trouble. It is interesting to note in regard to International Law how tallors look at it. In 1885, after a violent breach of International Law when the Russian Admiral's ship the *Vladimir Monomakh* trailed her guns upon our ship the *Agamemnon* which followed her into Yokohama Bay, it looked as if there was to be a battle on the spot. The Russian Admiral was communicated with, and the circumstances pointed out to him, and he very kindly believed in International Law when there is a Power on the spot to enforce it. Under this Declaration a small Republic of South America, or any other small State would have the right to sink our ships, and if you take them to court they may claim they are bankrupt. Where will the compensation come from then? Whereas if they have a wholesome dread they would actually respect their own action, and take Article 65 says that we have to take the whole dose or none at all, and we have to take this foreign medicine for twelve years. Sound finance does not ask for long credit, and neither should diplomacy if proposals are sound. We do not like the look of the medicine and we are not allowed to take it. All that we ask for by this amendment is that it should be allowed to submit to microscopic examination by our own experts before taking it. Article 67 requires ratification as soon as possible, so that there is no hurry. We, whose interests are overpowered, may be excused if we ask that the matter should be conducted with a little more deliberation. The report of M. Renault is going to be included in the agreement, and I suggest that in regard to Article 69 an amendment should be accepted limiting the period to six years. I would like to put a definite case before the right hon. gentleman (Mr. Burns) who is representing every department of the Government at the present moment, and no one is more capable of representing British interests than he. I want to put a concrete case before the House of which I had experience. In 1905 I happened to go to Japan on a French steamer. We were stopped at a certain point by a Japanese destroyer. Twenty-four hours before we

had dropped a very great deal of supplies out of the ship for the Russian, amongst them 28,000 cases of brandy. What I ask is this: Supposing by accident, bad weather, or some other reason we had not been able to touch the last port, and had the cargo on board when the destroyer picked us up, the destroyer could not put a prize crew on board, and it could not leave its boat, and therefore under Article 49 he would have been justified in putting three or four hundred people who were on board into the boats and sinking the vessel. I think under this Declaration that is what would happen. It might be rather interesting, if that is the case, to be given some idea by the Admiralty of what ration they would consider to be necessary for people so treated. Then there is the question about prize money, and hon. members opposite have spoken very seriously against it. At some extent agree, but you must not forget this, that prize money, although it does not prevent the transfer of property, does very much to prevent its wanton destruction, so that there is something to be said for it. It appears to me that the Government entered into these negotiations hoping to raise the level of foreign countries upon the question of maritime war to our level. They failed to do so, and I very much question their wisdom in descending to the lower level from which other people approach this matter. You started by trying to make war more humane, and you end by signing an agreement which has the effect, I think, of making it more barbarous than it is already. You have not gained except in some slight degree on the material side, and you have lost very much on the moral side. You are asking us to do like Beas, and sell our birthright for a mess of legal potage. As sure as we do so, we shall have to follow the example of Esau, and break the yoke from off our necks. I do protest against the country committing itself for twelve years to an inglorious agreement of this sort, which, instead of being a safeguard, is so ambiguous as to be a danger. If it will not stand closer examination we are better without it. The result of the discussion, whatever the division may be tonight, will be at any rate this most valuable effect: that it has focused public attention on the dangerous position of our food supply, and it has given an effectual answer to what I must term, with all respect, the most imprudent, and the most speculative party in the whole country—that is the Little Navy party. A great deal has been made of the Liverpool steamship owners accepting this. Their acceptance is a grand thing, and I have in my pocket letters from the Liverpool Shipowners' Association and letters from the British Mercantile Marine Officers' Association strongly protesting against this agreement. I represent a large maritime constituency, and as one who believes that the maintenance of our naval rights is as the breath of life to this country, I most earnestly ask the Government to favourably consider this most reasonable amendment.—(Cheers).

THE FLOODS IN THE YANGTZE VALLEY.

Briefly summarized, a leading article in the *Hankow Daily News* of July 22 says that it is within the recollection of few commercial residents that the river has been higher over the Band than now, and fears are entertained that a few more days will make their daily route impossible by road. Most of the drains in the Concessions have overflowed, and the only hope of keeping down disease is in the liberal use of disinfectants, which are wisely and lavishly being used. It is certain that the floods throughout Central China will this year be responsible for indescribable suffering, probably such as this district has not had to face for many years. Arrivals from the Yangtze report that for scores of miles the country is inundated to such a degree as to give the whole area the appearance of one huge island sea. In west Hunan things have not been so bad for years, and thousands upon thousands of acres of nominally rice-bearing fields are under water and the crops washed out. The city of Changteh was flooded out last year worse than it had been in the recollection of the oldest resident; this year it is infinitely worse. But for the energetic action of the local officials there, the whole city would probably have been washed away and the place deserted with thousands of corpses. Many other cities are as badly off. It is believed that the Yangtze lake has overflowed its normal basin and extended for many miles to the north-west. The force of the water has broken down every barrier, sweeping all mercilessly before it, in some cases washing out whole villages in the course of a few hours; and houses have been seen drifting bodily down with the stream, the occupants aside the ways.

To take up the stream from Shanghai to Hankow is to witness the whole time most heart-breaking scenes of utter devastation among a people who have been reduced to a condition where they are dying by thousands of simple starvation. Practically the whole of the Yangtze Valley is under water, and most of the crops are gone. Catastrophe has befallen this part of the country when the people had hopes of recovering from the great famine of last year.

THE STRAITS MILITARY CONTRIBUTION.

A statement laid before the Legislative Council at Singapore last week of the actual revenue of the Colony for 1910, on which the 20 per cent. defence contribution is payable, shows that the amount assessable is \$7,773,889.91, of which 20 per cent. is \$1,554,777.93. The sum paid in respect of 1910 was \$1,533,541, so that the War Office is underpaid \$21,236.98.

SUPREME COURT.

Monday, July 31st.

IN APPELLATE JURISDICTION.
(BEFORE THE FULL COURT.)

THE GREEN PEA ACTION.

The Chief Justice (Sir Francis Pigott) and the Puisne Judge (Mr. H. H. J. Gomperts) sat to hear further argument in the appeal from the judgment of Mr. Justice Hazeldine in the action in which W. G. Humphreys & Co. were plaintiffs and P. Soffetti & Co. defendants.

The Court wished to hear further argument as to the proper construction of the letters of the 12th July, more especially as to the weight to be attached to the use of the words "from Messrs. Burlion" in the one and "through Messrs. Burlion" in the other. With regard to the final paragraph of Messrs. Humphreys' letters the Judges desired further argument as to whether, supposing Messrs. Soffetti contracted merely as agents, the effect of the paragraph not being dissented from by Messrs. Soffetti, was not to make Messrs. Soffetti agents guarantee the performance of the contract by their principals.

The Chief Justice said the Court was unfortunately divided in opinion on one point. One of them was of opinion that on the construction of the letters Soffetti contracted as principal. The other Judge was of opinion that they did not. The other point on which they had some doubt was whether the final paragraph did not throw some light on the terms of the contract.

Mr. Pollock dealing with the paragraph referred to quoted the words "you now propose to deliver same through Burlion," and said that one of their Lordships thought that meant "you as agents."

The Chief Justice—Yes.
Mr. Pollock—It means you as agents. It would be an unnatural construction to say that in the first paragraph it means you as agent and in the second paragraph it means you as principal.

The Chief Justice—That is not the point. The point is whether you as agent did not guarantee your principal.

Mr. Pollock dealt with the letters in order to show that Humphreys in London required Burlion as principals to furnish a sample so that they could ascertain if the peas were of the quality desired. It was obvious from the correspondence that the ground on which the contract went off was that Humphreys in London took up a rigid position and stated that the peas must be new crop or the order must be cancelled.

Mr. Potter said the view the Chief Justice took was that there were two contracts, one made by Messrs. Humphreys with Burlion, and the other a suggested contract with Soffetti.

The Chief Justice—The only possible way in which I can see that Soffetti would be liable would be on the guarantee outside the contract.

Mr. Potter—That is the difficulty. Your Lordship will take it that it is outside the original contract?

The Chief Justice—I have considered all your points.

Mr. Potter—You could not have considered this because I did not make it.

The Chief Justice—Unless you can help me on that point of the guarantee I must give judgment at once.

Mr. Potter—We did not consider on the last occasion Soffetti's possible liability even though he were an agent.

The Chief Justice—He is only liable on the guarantee if at all.
Mr. Potter—It means he is undertaking a personal liability. Counsel then proceeded to show that Burlion refused to be bound by the conditions entered into between the parties in Hongkong.

Mr. Pollock replied, stating that the effective cause of the cancellation was that—Humphreys in London said the peas must be new crop or nothing.

The Puisne Judge, in delivering judgment, said that this was an appeal from a decision of the Acting Puisne Judge, who held the defendants liable as principals for the breach of a contract of sale. The contract was contained in two letters dated 12th July, 1910. The appellant's case was that they contracted as agents only, and without incurring any personal liability under the contract. There are, of course, well known rules for the construction of contracts in writing. Where, however, the defendant alleged that he contracted as an agent for a principal, and without incurring personal liability, other special rules must be superadded to the general ones. He called them special rules because their subject matter being agency contracts, they had become stereotyped through a long chain of decisions, until it was no longer possible to interpret a contract to which they applied without their aid. He would take the most important: the rule, namely, that if you sign a contract in your own name, without qualification you are, *prima facie*, personally liable. This special rule had been applied more rigorously against the defendant at some periods than at others. He passed to another point which had given him some little difficulty. By the terms of the contract, payment was to be made in London, and, looking further, as they were entitled to do, for the purpose of explaining the contract, they found that payment was to be made to the Brussels suppliers, who in their turn were to ship direct to the respondents in Hongkong. Did this show that Humphreys intended to pass by Soffetti altogether and contract direct with Brussels? They had nothing before them as to the mercantile usage in such cases, but, on the whole, and in the absence of any information as to the practice,

he saw no reason why Soffetti should not have agreed that payment should be made direct to the suppliers, concluding his own arrangements with them as to his remuneration, whether it be called commission, discount, or any other similar term. On the principles they were bound to apply, he thought that the contract definitely fixed the appellants with liability. Learned Counsel had referred to the subsequent correspondence between Brussels and London, and suggested, on the authority of *Malcolm v. Hoyle*, 63 L. J. Q. B. that they could use that correspondence to enable them to construe the contract. But in his opinion the contract spoke for itself, and they were not entitled to do what he wished. They might probably refer to that correspondence, as was done in the case on which he relied, not to help them to construe the contract, but to see whether subsequently to the contract a new relation had been formed between the respondents and the Brussels suppliers, constituting a new contract between them. In that case, if the respondents had paid the Brussels firm for the goods, they might, on the authority of *Malcolm v. Hoyle*, be entitled to sue Burlion and Schrauwen for any deficiency in the quality. But however that might be, matters never got so far as that; and they could at any rate see nothing in the London-Brussels correspondence disintitling Messrs. Humphreys to sue Messrs. Soffetti. There was no evidence that Humphreys, London, had seen the actual contract, and they were writing as merchants and not as lawyers. They had to make payments against documents in London, and it was their business to see that the goods shipped were the goods their Hongkong house had ordered. It seemed to him that that disposed of the point before them, and that it was unnecessary to go further, or to deal with another special rule, that, namely, said to be applicable to the case of a foreign principal. He regretted that in this matter he had been compelled to differ from the judgment of the learned Chief Justice.

The Chief Justice—This case raises an exceedingly important question of construction of commercial correspondence, and I am sorry that on the meaning which ought to be given to the main point to which the correspondence is directed I differ from the learned Puisne Judge and the learned Judge who tried the case in Summary Jurisdiction. It seems to me that on the plain reading of the two letters that Messrs. Soffetti were not principals at all, but were contracting on behalf of a disclosed principal, Messrs. Burlion of Brussels. Indeed, were it not for the words "sale to you" in Messrs. Soffetti's letter I should have thought on the letters by themselves that Messrs. Soffetti were acting as Messrs. Humphreys' agents. There are certain principles of law governing contracts entered into—by correspondence by an agent. The first is said to be an absolute one that unless an agent signs as agent he is liable as a principal. This seems to me a most unsatisfactory way of stating the law. Persons who enter into a contract in writing are presumed to mean with they say, and each party is entitled to accept and rely on what the other party has written. Then comes a simple rule of evidence; you cannot vary a written contract by parol evidence whether of intention or anything else, and therefore a person who has signed in his own name cannot prove for the purpose of getting out of liability that he was in fact an agent—otherwise we should get to this: one party swearing that he intended to contract with the other as principal, the other that he intended to contract as agent—so that the parties would never be *ad idem*. Now this rule has, unfortunately, as it seems to me, degenerated into the formal principle that the contract must be specifically signed as agent. The emphasis in many cases, of which *Palce v. Osborne* is most worthy of note, is on the circumstance of the signature "A. B. agent for X. Y." This is glorifying the means to the complete ignoring of the end. But it has not been allowed to remain in so crude a statement, and an exception has been grafted on to it that if in the contract itself there is a clear indication that the party was acting as agent, then the fact that the signature is not specified "as agent" is immaterial. Here again the formality is made the cardinal rule, and the expressed intention the exception: and as the case seems to show the exception is rigorously construed. Surely the clear law derived from common fundamental principles should be stated just the other way; if a contract on its proper interpretation shows that one of the parties contracted as agent then he is an agent and not a principal; if he has signed as agent, then the intention is clearly manifested. This is the law as stated in *Smith's Mercantile Law*, and I must say it appeals to me. The learned Puisne Judge has been so carefully through the cases that I need not do more than refer to the fact that in some of them the intention of signing as agent has been inferred. I am content, however, to rest the case on those decisions; for my own part I think that the letter of Messrs. Soffetti is clear that they were acting as agents; they say they are selling the peas from Burlion of Brussels, but it is to my mind absolutely clear that when Messrs. Humphreys reply that Messrs. Soffetti are going to supply the peas through the Brussels firm they treated them as agents. It was argued that the word "through" was such a little word that no notice should be taken of it. All I can say is that neither a man who contracts as principal nor the other party to the contract treating him as a principal could use the word "through." It means the goods are to be supplied through the principal and not by the agent. I have no doubt whatever that this is the interpretation put upon this contract by the London-house of Humphreys. Some emphasis was laid on the fact that the principal

INTIMATIONS

RINGWORM WITH
LOSS OF HAIR CURED

Almost Impossible to Describe State Head Was In. Raw from Using Unsuitable Ointments. Thought Hair Would Never Grow Again.

Used Cuticura Remedies. Hair Now Thick and Full of New Growth.

"I feel it my duty to let you know that Cuticura Soap, Cuticura Ointment and Cuticura Resolvent completely cured my little girl of ringworm. Her head had been troubled with this terrible disease for over twelve months, during which time I tried many remedies without result. In fact some were so powerful that they even burned her head and made it worse. I also consulted a skin specialist. It is almost impossible to describe the state her head was in, for it was a mass of the eruption. There was one place as large as a four-shilling piece without hair and it continued to grow like that for a year. I quite thought her hair would never grow again. Having heard a great deal about Cuticura Ointment, I got a tin of it and also a tablet of Cuticura Soap. After using the two for a week I saw an improvement, so I also bought a tin of Cuticura Resolvent. After using the three for about three months her scalp was completely cured. I had had to cut her hair in great patches, before I used the Cuticura Remedies, but after a short treatment with them, the hair began to grow, now it is thick and full of new growth. I only wish I had tried them at first, as they would have saved the child a lot of suffering, for her head was raw through using unsuitable ointments." (Signed) Mrs. T. Ward, 167, Markby Rd., Wigan, Green, Birmingham, England, May 21, 1910.

Cuticura Remedies are sold throughout the world. Cuticura Soap, 25¢; Cuticura Ointment, 25¢; Cuticura Resolvent, 25¢. U. S. A. Potter Drug & Chem. Corp., Sales, 200 N. 3rd St., Philadelphia, Pa. Write for free book on the best cure and treatment of skin and scalp.

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& Co.

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MAPPIN & WEBB,

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Comprising—

SILVER CUPS.
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PRINCES PLATE.
TABLE WARE.
CUTLERY.
FISH KNIVES and FORKS.
DRESSING CASES with
SILVER FITTINGS.
LEATHER HAND-BAGS,
and WALLETES.
RAZORS.

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here was a foreign principal, and it was suggested that there was some rule which always made the agent of a foreign principal liable. It has no application to this case, for the question is whether the agent is liable; and although in one case it is said that the fact of the principal being a foreign merchant is one of the elements entitled to considerable weight in determining this question, I adhere to the further statement in *Smith's Mercantile Law*, that it is only one of the facts entitled to no more and no less consideration than the others. If the proposition is true that the question whether a party entered into the contract as principal or agent is one of intention, then the fact of the principal being a foreign merchant has obviously nothing to do with the case, for the question presupposes a disclosed principal, and if the intention of both parties is ascertained the other party to the contract has accepted the foreign merchant as a principal. In conclusion, his Lordship referred to the questions which had been discussed that day. He did not think that the guarantee could cover non-delivery, and when the quality was ignored by Messrs. Humphreys in London then he did not think the responsibility lay upon the guarantor. Therefore he thought the appeal must be allowed.

Mr. Pollock—With costs, of course?
The Chief Justice—Yes.

THE POSITION OF SILVER.

From Messrs. Mocatta and Goldsmid's circular—
Some nervousness is manifested in Bombay owing to a temporary cessation of the rains in country, and this has caused some bear selling in the bazaar, but China has been inclined to buy at the lower rates, and the weather reports are not yet causing any real uneasiness. Provided the monsoon resumes its natural course before long, this temporary cessation would not impair the prospects of a good season, as the latter rains are much more important than the earlier rains.

Catler Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

MARTIN'S
APOL STEEL
PILLS

Remedy for all irregularities of the system. It is a powerful purgative and cleanses the system of all impurities. It is a powerful purgative and cleanses the system of all impurities. It is a powerful purgative and cleanses the system of all impurities.

MARTIN'S
APOL STEEL
PILLS

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

As Supplied to the House of
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THORNE'S
OLD VAT
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

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HONGKONG, CHINA & MANILA
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BEN TILLET AND CHINESE.

ATTACK ON THE GOVERNMENT.

Mr. Ben Tillett, general secretary of the Dock, Wharf, Riverside, and General Workers' Union, issued a manifesto last month, in which he says:

"The dock and ship workers have, in their own interests, taken a stand against the Shipping Federation and the Free Labourers' Association, an adjunct of the shipowners' combine. The Shipping Federation are now shipping Chinese coolies in greater numbers into British ships than a Tory Government shipped into Africa. Those coolies are being shipped with the connivance of the Liberal Government. The irony of the case is that the Liberals were returned to power to prevent Chinese coolies ousting British white labour. The most important members of the Government are shipowners, and the head of the Shipping Federation is an officer under the Crown."

"The Board of Trade have no power to move, as the Shipping Federation work through their Government agents, so that neither seamen nor dockers can expect protection from the Board of Trade, as the leading financiers of the Liberals apparently demand their price in claiming the co-operation of a Government department in their effort to crush British labour. The proof is in the fact that there are at present 40,000 Asiatics in the British Mercantile Marine; these, added to the aliens, make it difficult for the Britisher to be a seaman. Not only this, but white labour, even white foreigners, are being ousted to make room for the Chinese coolies."

"English sailors and firemen are forced to follow the docks for employment—an already overcrowded occupation. The shipowners, aided by the dock companies, whenever they have been able to establish free-labour agencies, have reduced the wages of the workers by as much as 50 per cent., and have increased the work almost in proportion, besides which the shore work has increased in every federation and free-labour area by more than 50 per cent. As compared with the areas, with organised workers, protecting their lives and wage interests. The Board of Trade and the Home Office deliberately evade the Aliens Act in the interest of their supporters, and allow the Chinese to take up habitation and agencies in this country for the supply of Chinese coolies."

"The sailors and the dockers are standing up for British citizenship and living rights, for British ships to be manned by our own countrymen, and to be worked by British labour. Evidently the Government is on the side of the Chinese coolies as against their own countrymen. We ask the British public to support our efforts in demanding decent conditions for those who toil and toil as transport workers."

MODERN MEN OF THE STONE AGE.

DISCOVERIES IN NEW GUINEA.

The following interesting letter appears in a recent issue of *The Times*:

Sir,—In my *Times Weekly Edition* of March 10, I wrote an article under the above heading. May I be permitted to point out that at the present time in Northern Australia, from the Queensland borders, through the N. Territory, into Western Australia, not only is there one, but many "a community of primitive people, wearing no clothes, unable to count beyond three, and to-day making and using implements and weapons of the Stone Age." What is more, I happen to be one of the fortunate European witnesses of the manufacture of such articles, experiences which I have published and described with many dozen illustrations in my "North Queensland Ethnography," Bulletin No. 7, printed by authority, Brisbane, 1904. Not only do the Australian blacks above referred to use stone "celts," but also stone "scrapers," knives, "hand-picks," gouges, pounders, hammers, and grinding-stones. Shell and teeth are similarly utilized for "scrapers" and drills, while bone is chiefly employed for awls and needles. My collections illustrative of all these articles, both finished and in process of manufacture, are to be seen in the Australian Museum, Sydney.

I was much struck with the statement of your Correspondent that, "In some instances they were only too ready to give up their stone axes when we gave them an iron axe, and what we know of the North Australian aborigines, the latter are undoubtedly the more primitive in that they are nomadic and ignorant of any native fermented drink. They are certainly on a level with regard to the treatment of their women and in their eating human flesh; this, however, can hardly be regarded as true cannibalism, in that all the cases that I met with in North Queensland were due rather to sentiment and affection, not, indeed, did I come across a single instance where the individual—man, woman, or child—was purposely killed to be eaten."

The article also says, "They seemed to be extremely stupid people. We used to strike matches in front of them and do other things which we thought might interest them, but they would not look; they turned their heads away." With all due deference and respect, I would suggest that the foot is on the other foot. From my own experience of upwards of ten years' intimacy with the North Queensland savages, I learnt to have a very high opinion of his intelligence. The savages only appear stupid because the curious traveller does not understand him. I also have been guilty of striking matches to excite the curiosity of the untutored Australian black, until I learned, what I now know, that it is not natural for savage men to express surprise or curiosity by outward physical signs. Furthermore, although it is a story against myself, I might remind Mr. Goodfellow of the circumstances under which I ceased to perform this match-striking trick. Having struck match after match before a crowd of natives who showed not the slightest signs of surprise, notwithstanding that a lucifer-box was an absolute novelty to them, I asked the interpreter to discover what these primitive children of nature thought of the performance. He informed me truly and tersely: "He say 'what for no gib (give) it he (him)?' He say 'you do—fool throw it away!'" I am, Sir,

WALTER E. FOTH,

Commissioner, Pomeroy District.

British Guiana.

Pomeroy River, April 5.

THE STRAITS SHIPPING CONFERENCE.

HOW AGREEMENT WAS ARRIVED AT.

What transpired at the Colonial Office discussion of the Shipping Conference by Sir John Anderson and the representatives of the Shipping Conference, on May 25 last, is set forth in a paper laid on the table of the Legislative Council at Singapore last week. We reproduce the document in its entirety:

Present:—Sir John Anderson, Mr. F. Ritchie (P. and O. S. N. Co.), and Mr. R. D. Holt, M.P. (Messrs. Alfred Holt & Co.), Mr. A. McGregor (Glen Line), on behalf of the Homeowners Conference.

Mr. J. H. Warrack (Messrs. John Warrack & Co.), Mr. T. Boydell (Messrs. T. B. Boydell & Co.), on behalf of the New York Conference.

Mr. G. Dodwell and Mr. J. Mortimer, representing the Secretaries to the Conferences.

Mr. J. Robinson, Colonial Office.

Mr. Holt said that he understood the meeting to be private and confidential; and that neither side would be committed unless an agreement was arrived at.

Sir John Anderson agreed, and proceeded to state the reasons for which the Government of the Straits Settlements had passed the Freight and Steamship Ordinance, 1910. They were:

(1) The system by which a special rebate of 5 per cent. on all cargo shipped from the Straits Settlements is paid to a limited number of firms for division amongst themselves.

(2) The system under which the ordinary rebate is paid to shippers, which is, that so long as shipments are confined to steamers belonging to the Conference, a shipper receives a rebate of 5 per cent. upon such freight as he contributes during the first half-year; and at the end of 12 months a further 5 per cent. on the amount of freight contributed by him during the first six months of the year, together with 5 per cent. on the freight contributed during the second six months.

This means that 5 per cent. of a half-year's freight is always in the hands of the Conference, and that if the shipper cannot afford to lose his money, he must continue to ship by Conference steamers and pay Conference rates.

Sir John Anderson proposed as conditions of a settlement that the so-called "secret rebate" should be abolished, and that the present control of the Conference over rates should be partly abolished by the establishment of a list of articles which should be excluded from the operation of the rebate system. The list which he put forward comprised: Copra, coconut oil and copra, pepper (black and white), pineapples, sugar (flour and pearl), tapioca (dinks, pearl and flour).

After some discussion, during which it was made clear that while Sir John Anderson considered it essential that the shippers should enjoy the "secret" rebate should not have their agents' commission increased so as to compensate for the loss of the rebate, he had no desire to interfere with bona fide commissions to agents, the representatives of the Conference agreed that the "secret" rebate should be abolished at the end of the present year when the existing agreement with the merchants expires, it being understood that the Conference should have the right to compensate the merchants for the abrogation of the agreement, say, by the payment of a lump sum.

As to the question of a list of articles to be exempted from the rebate system, the Conference representatives put forward an alternative proposal, viz.: that at fixed periods, known beforehand, shippers should receive in full the rebate due on the freight shipped up to the end of the period, and should then be free either to remain in the Conference system or to leave it.

The Conference representatives suggested that the period should be once in three years, while Sir John Anderson urged that it should be annual.

Some discussion took place on this point, but finally it was agreed that rebates due on all cargo shipped up to December 31, 1911, should be paid then, or as soon after as the accounting allows, and that thereafter, commencing from January 1, 1912, triennial periods should be established at the end of each of which the rebates due on cargo shipped up to the end of the period should be paid to shippers, who would then be free to leave or to remain in the Conference system.

It was explained that during the first two years of each period the present "overlapping" system would continue, but that at the end of each period the rebates due would be paid.

The New York Conference's agreement with the merchants expires on October 31, but as it would be more convenient that both Conferences should commence the new arrangements at the same time Sir John Anderson agreed to the dates above mentioned should apply to the New York Conference.

Sir John Anderson agreed that the Straits Settlements Freight and Steamship Ordinance should be repealed.

BATTLESHIP DESIGN.

"DREADNOUGHT DOOMED."

The most cautious should be observed, writes the Naval Correspondent of the *Daily Telegraph*, towards the stories which are now in circulation regarding the Admiralty's intentions as to battleship design. The authorities are credited with the project of building ships of 18,000 tons, with six 15-in. guns, besides anti-torpedo armament, which shall travel at thirty-five to thirty-six knots, and be provided with adequate armour protection. It is also reported that such a vessel would be exceedingly cheap in contrast with the ships now being built.

Only very slight consideration is necessary to show that this story rests on no solid foundation. Such a ship would be of about the same displacement as the original *Dreadnought*, which for a speed of 21.8 knots on trial required 27,500 indicated horse-power. The battleship-*crusier* *Tiger*, for 23 knots, is credited with 70,000 indicated horse-power; so it may be imagined what energy would have to be developed to drive a ship of 18,000 tons at thirty-five or thirty-six knots, what an amount of space would be occupied by boilers, smokestacks, and engines, and what the cost would be, since the machinery alone for the *Lion* will considerably exceed half a million sterling. The mechanical equipment of a thirty-five or thirty-six knot battleship—if such a vessel were possible—would probably involve an outlay of about three-quarters of a million sterling, apart from the cost of armament, armour, hull, and fittings.

It may also be added that it was only comparatively recently that the Admiralty produced and tested, with satisfactory results, the 15-in. gun. The design of a naval gun of high power is the work of many months, and then follow elaborate trials, which frequently lead to modifications of design. The new American naval weapon, for instance, had been under consideration and trial for about four years, and the Germans have devoted nearly as long to the 14-in. gun which they are about to manufacture.

COUNT OKUMA ON SOCIAL EVILS IN JAPAN.

Count Okuma has been lecturing on the subject of local improvement and education. During the past forty years, since feudalism was overthrown in 1871, the community has undergone a wonderful transformation. The metamorphosis has been worked so rapidly that the people have scarcely had time to stop and study the advantages and drawbacks of the old customs. The result is that both good and evil customs are eliminated without distinction. For instance, the abolition of Buddhist temples was at one time so vehemently advocated that not only the temple grounds were confiscated but many Shinto shrines were destroyed. The devastation of the precincts of the Buddhist temples and Shinto shrines left causes of trouble which continue to the present day. As these temples and shrines are closely associated with the development of the localities in which they are located their conservation has an important bearing on the national character. Local improvements are of a twofold character. One is to accelerate the improvement of the present conditions, while the other is to conserve what is good and desirable among the old customs. Due consideration must be paid to these two phases of local improvement. Agricultural profits show a tendency towards gradual decrease which has brought about a decline of the number of farming villages all over the world. Impelled by the necessity of protecting the peasants, Germany has in recent years imposed heavy protective duties on imported cereals, etc. The result is general unemployment of the peasants, which makes the life of the peasants harder than ever, and thus the end the cautious tariff had in view has been defeated. In such a new country as the United States of America, small farms are gradually being absorbed by bigger ones and the development of farming villages is at a standstill. The progress of the material side of modern civilization and of industrial development will inevitably lead to a decline of the farming villages in this country. Moreover, the local expenditures, which stood at 50 or so million yen two decades ago, had now risen to 250 million yen, which means so much increase in the burden of local taxation. Direct taxes have also witnessed a considerable increase and the rise in the price of commodities is a sort of indirect tax on the people. Improvements in the mode of life consequent on the spread of education tend to increase the expense of living among the peasants. Inasmuch as their production, labour and social problems will inevitably present themselves for solution in future. While the material prosperity of Western countries is to be envied, its attendant evils are undesirable. It is all important to adopt a social policy which will nip these evils in the bud. A few comments are necessary on the education of youths. The majority of people can ill afford to let their children receive a college education. The youths have therefore to stop their school life after they emerge from the elementary schools. This state of things is very unsatisfactory from the point of view of the national education. Count Okuma proposed to fill this gap by publishing a magazine containing treatises on popular science with a view to bringing it within the easy reach of students at home and thus ensuring the universalization of the national education.—*Japan Mail*.

CONVICT LABOUR IN SIBERIA.

SUPERVISING OFFICIALS' BRUTALITY.

M. Gutchenko, the former President of the Duma, accompanied by a special correspondent of the *Norov Vremya*, has been visiting Asiatic Russia, and in particular has investigated the conditions governing the employment of convict labour in the construction of the Amur Railway.

The correspondent of the *Norov Vremya* has from time to time telegraphed to his newspaper the result of the inquiries and in general has given a very favourable account of the efficient and humane manner in which convict labour is utilized. To-day, however, he sends a message from China describing and deploring the wretched state of the convicts working in the Hsiao-shan district, westward of the station of Malakof. They are under the control of the former administration of the Orsk central prison, officials without any knowledge of the local conditions, whose only aim seems to be to continue the most rigorous form of prison treatment. The correspondent charges them with senseless cruelty towards the convicts, who are beaten and tortured without any valid cause. On one occasion the superintendent Leonovich fired with his revolver point-blank at a man who answered him imperiously, killing him on the spot. The convicts are forced to work, however ill they may be.

Many of them are suffering from scurvy in its worst form, and the prison doctor threatens the scurvy patients with cellular confinement if they ask to be relieved from work. The food given to the convicts is indescribably bad, the meat rotten, and the cereals musty. The cells, where several prisoners were confined after being cruelly beaten, could, says M. Gutchenko, only be called stinking cages of vermin. A party of eight convicts on the Chasovinsky section were caught dead without any warm food, the official in charge leaving them to their fate, and not giving the escort any money for the purchase of provisions. One doctor reported having found a convict literally dying of hunger and exhaustion.

The correspondent adds that the régime practised recalls Dostoevsky's "House of Death," and has led to many attempts at escape. Only last month 22 men made off in a body, and during the last six months out of a total of 2,000 150 sought flight. Hostility is produced even from the military guards, the great majority of the convicts are obedient, good tempered, and quite willing to work.

M. Gutchenko has telegraphed a long report on the above-mentioned abuses to the Minister of Justice.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR
DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
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PRICE: \$1 Cash.

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AUTO-RACHALS	\$1,100	\$1,500
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BRINSMEAD	\$ 500	\$ 750
WERNER	\$ 495	\$ 700
KRAUSS	\$ 400	\$ 625
WERNER	\$ 395	\$ 575
CHALLEN	\$ 385	\$ 525
SCHIEDMAYER	\$ 350	\$ 600

ROBINSONS.

1734

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

"LOOK ALIVE!"

Is one of the many casual every day infusions wherein links much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most in vogue; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy sternness attend to the trouble at once and don't rest until a cure is effected. If you suspect that dyspepsia or any disorder of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

**TAKE
BEECHAM'S PILLS.**

Sold everywhere in boxes, price 9d. (36 pills), 1/1 (36 pills) and 2/6 (168 pills).

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Korea* is due to arrive at Hongkong to-day between 6 and 8 a.m.

The T.K.K. str. *Nippon Maru*, sailed from San Francisco on the 12th ult., and is due to arrive at Hongkong on about the 24th inst.

The P. M. S. S. Co. str. *China* sailed from San Francisco on the 16th ultimo, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 22nd inst.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 23rd inst.

THE CANADIAN MAIL.

The C.P.R. Co. str. *Empress of China* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 14th ultimo p.m.

THE ENGLISH MAIL.

The P. & O. S. N. Co. str. *Despatch* left Singapore for this port on the 29th ultimo, at 10.30 a.m., with the outward English Mails, and is due here to-morrow at about 2 p.m.

THE INDIAN MAIL.

The Indo-China str. *Footscray* left Calcutta for the Straits and Hongkong on the 20th ult., and is due here about the 24th inst.

ANCHART STAMEN.

The T.K.K. str. *Kyo Maru* arrived at Yokohama on the 13th ultimo from South America, and is due to arrive at Hongkong to-day.

THE N.Y.K. str. *Tango Maru* European Line) left Singapore for this port on the 27th ult., and is expected here to-morrow.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Kobe for this port via Nagasaki on the 27th ult., and is expected here to-morrow.

The "Ben" Line str. *Benbow* from Antwerp, Middlesbrough, and London, left Singapore on the 27th ultimo for this port.

The Old Wijk & Co. str. *Yaddo* left Port Said on the 29th ultimo, and is expected here on or about the 4th inst.

The str. *Ischia* left Singapore for this port on the 28th ult., and may be expected here on or about the 4th inst.

The N.Y.K. str. *Awa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th ult., and is expected here on the 6th inst.

The str. *Glennard* passed the Suez Canal on the 4th ult., and is due here on the 7th inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Shanghai on the 8th ult., and is due here on or about the 10th inst.

The Barber Line str. *Salsuma* left New York on the 10th June for Hongkong and Far East.

The Mogul Line str. *Brasnav* left United Kingdom on the 30th June for Hongkong via the Straits.

The T.K.K. str. *Bayu Maru* sailed from Valparaiso for Hongkong on the 10th ult., and is due to arrive at Hongkong on about the 29th prox.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Capt. B. Innes
Mr. E. M. A. Apcar
Mrs. G. Bingham
Mr. N. F. Hancock
Dr. J. W. Eames
Mr. D. F. Clark
Mr. G. S. Coleman
Mr. N. K. Davidson
Mr. C. Dawson
Mr. W. C. Drew
Mr. J. H. Evans
Mr. D. J. Elliott
Mr. G. H. Evans
Mr. J. P. Fearon
Mr. H. G. Fisher
Mr. & Mrs. Franklin
Mr. D. M. G. Gratama
Mr. & Mrs. W. B. Gordon
Mr. V. G. Hamilton
Mr. Denman Fuller
Mr. & Mrs. Joseph Gault
Capt. T. P. Hall
Mr. A. Harvill
Mrs. W. C. Hendricks
Miss M. Hendricks
Mr. A. H. Hendry
Capt. & Mrs. Hill
Hon. & Mrs. E. A. Hewitt
Mr. Robert Horne
Dr. Spencer Hough
Miss E. Innes

GRAND HOTEL.

Dr. F. T. Kert
Mr. E. J. Mooney
Mr. Muller
Mr. P. W. L. Namings
Mr. E. J. Parkhill
Mr. Len Pedro
Mr. J. W. Pringle
Mr. A. H. Ramsey
Miss W. Squares
Mr. & Mrs. G. Staines
Mr. & Mrs. C. E. Stevens
Mr. E. J. Waterman
Miss K. A. West
Mrs. S. Whipple and child
Mr. Wupperman

KINGSLAND PARK HOTEL.

Comdr. F. Acton, R.N.
Mr. F. Acton and Maid
Mr. H. Adam
Mr. E. Arndt
Mr. & Mrs. Annett
Mr. H. Bennett
Mr. F. Beverington
Dr. & Mrs. B. W. Brown
Mr. & Mrs. F. M. Crawford
Mr. & Mrs. D. D. Donnelly
Mr. & Mrs. Ewing
Mr. A. Graham
Mr. & Mrs. C. E. Harvey
Dr. Hoban
Mr. H. Hoffman
Mr. H. Kow
Mr. & Mrs. P. Lammett and children
Mr. & Mrs. A. C. Logan

KING EDWARD HOTEL.

Mr. & Mrs. McLean
Mr. & Mrs. T. McLoose
Mr. Nicolson
Mr. A. P. Nobbs
Mr. C. R. Peterson
Capt. and Mrs. W. C. Pasmore
Mr. E. E. Rigole
Mr. E. E. Smith
Mr. & Mrs. Stewart and child
Mr. B. Talati
Dr. Weber
Mrs. A. S. Williams

HONGKONG HANSAID REPORTS

of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, KOBE, SINGAPORE, and YOKOHAMA	DEVANHA Capt. H. S. Bradshaw	1st Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. H. S. Bradshaw	Noon, 5th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SARDINIA, and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE, NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	SUNDAY Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st July, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAUWEE, CHEFOO and TIENSIN	"HUICHOW"	On 1st Aug., 4 P.M.
AMOI, TSINGTAU, CHEFOO and NEWCHANG	"NANCHANG"	On 1st Aug., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 1st Aug., 4 P.M.
HOIHOW and HAIPHONG	"SUNGKIANG"	On 3rd Aug., 8 A.M.
SHANGHAI	"ANHUI"	On 3rd Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Aug., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 10th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 17th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidsips; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHU", and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Morning sailings: A. Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS. Telephone 36. Hongkong, 1st August, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 1st Aug., at 1 P.M.
"GAICHING"	Capt. W. C. Passmore	FRIDAY, 4th Aug., at 1 P.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 8th Aug., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS. Hongkong, 1st August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENSIN VIA WEIHAUWEE	"CHIPSING"	Thursday, 3rd Aug., Noon.
SHANGHAI VIA NINGPO	"CHOYANG"	Friday, 4th Aug., 4 P.M.
MANILA	"YUENSANG"	Saturday, 5th Aug., 2 P.M.
SINGAPORE, PENANG and CALUTTA	"KUTSANG"	Tuesday, 8th Aug., Noon.
SHANGHAI, KOBE and MOJI	"FOKSANG"	Tuesday, 8th Aug., Noon.
MANILA	"LOONGSANG"	Saturday, 12th Aug., 2 P.M.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang. Taking Cargo on through Bills of Lading to Kulsat, Lahad, Datu, Sumporna, Two Usman, Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 1st August, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	9th Aug.
S.S. RHEINFELDS	25th Aug.
S.S. SUEVIA	6th Sept.
S.S. SACHSEN	20th Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

FOR HAYRE, BREMEN and HAMBURG:	S.S. SPEZIA	1st Aug.
FOR HAYRE and HAMBURG:	S.S. LIBERIA	9th Aug.
FOR ROTTERDAM, HAMBURG and ANTWERP:	S.S. SEGOVIA	12th Aug.
FOR HAYRE, HAMBURG and ANTWERP:	S.S. SAXONIA	13th Aug.
FOR MERSERLES, HAYRE and HAMBURG:	S.S. SILEZIA	21st Aug.
FOR ROTTERDAM and HAMBURG:	S.S. BRISGAVIA	23rd Aug.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.
CHIYO MARU	11,000	W. W. Greene	FRIDAY, Sept. 14th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Oct. 6th, Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, Oct. 13th, Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 18th August, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Togo	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinokuma	WEDNESDAY, Dec. 13th, Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
TO NEW YORK	£ 60-0-0, "
TO LONDON	£ 71-0-0, "
TO LONDON, RETURN 6 Months.	£ 120-0-0, "
TO LONDON, RETURN 24 "	£ 125-0-0, "
TO SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
TO VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—Officials of any European Naval, Military, Diplomatic, TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL PORTS.—Missionaries and their families.

These concessions apply to San Francisco Line Only. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 1/2 knots. Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Oriental Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Trunks and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW and AMOI	"DALJIN MARU"	SUNDAY, 6th Aug. at 10 A.M.
FOOCHOW VIA SWATOW and AMOI	"CHOSHUN MARU"	WEDNESDAY, 2nd Aug. at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—
1ST CLASS \$45.50 2ND CLASS \$29.90.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL, MANAGER. 772-778

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MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,
on WEDNESDAY, the 2nd Aug., 1911, at 9 A.M.For Passages and Freight, apply to
P. THOMAS, M.M. Co.'s AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, P. B. and SUEZ	KITANO MARU Capt. E. E. Cape	9,000	WEDNESDAY, 2nd Aug., at Daylight
PORE, P. B. and SUEZ	IYO MARU Capt. R. Takoda	7,500	WEDNESDAY, 16th Aug., at Daylight
COLOMBO, SUEZ and PORTSAID	HIRANO AMRU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. S. Tomianga	7,000	TUESDAY, 12th Sept., at 4 P.M.
	KUMANO MARU Capt. M. Windler	6,000	FRIDAY, 4th Aug., at Noon
	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	HAKATA MARU Capt. H. Nomura	7,000	WEDNESDAY, 2nd Aug.
KOBE and YOKOHAMA	TANGO MARU Capt. Kawan	8,000	THURSDAY, 3rd Aug., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	TUESDAY, 6th Aug.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekino	5,000	TUESDAY, 1st Aug., at Noon

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information, apply to—

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T. KUSUMOTO, MANAGER.

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy. The P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 11 A.M.
CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £45.
via New York " " £45.
HONGKONG TO SAN FRANCISCO " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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STEAMERS PASSED THE CANAL.

June 27th—Andria, Astyanax, Carmarthen-shire, Hiranu Maru, Meimam, Nechar, 30th—Peleus, Socotra, July 4th—Bendoran, Glentworth, Sumatra, 7th—Satanu, Tourane, Afghan, 11th—Himalaya, Hyson, Moyene, Opatok, Zango Maru, Alasia, Voragoris, 14th—Bremen, Kn-tuck, Myrtillon, Pehauer, Sardinia, 16th—Beagle, Nio, Prinz Ludwig, Welsh Prince, 21st—Honolulu, Kamo Maru, Polyneisen, 25th—Glencly, Laertes, 28th—Machaon, Scandia, Sunda, Indra, Rheinfels.

ARRIVALS AT HOME.

July 28th—Atsuta Maru, China, Kawachi Maru, Monmouthshire, Muncester Castle, Prinz Eitel Friedrich.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS, IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 28th July, 1911.

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 28th July, 1911.

Hoehl Extra Dry

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Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 28th July, 1911.

[670-22]

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The R. M. s. *Empress of China* having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer *Lothar*, which is expected to arrive here about the 8th August.The *Korea*, with the American Mail, is due to arrive here to-day.The *Deutscher*, with the English Mail, left Singapore on Saturday, the 29th inst., at 10.30 A.M., and may be expected here to-morrow at 2 P.M. The packet brings the parcel mails closed in London for despatch by the all sea route on the 28th inst., and for despatch overland on the 3th July.

FOR	PER	DATE
Holbow	Michael Jensen	Tuesday, 1st, 8.00 A.M.
Shanghai, Moji and Kobe	Hakata Maru	Tuesday, 1st, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		
Kobe and Yokohama	Yamato Maru	Tuesday, 1st, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN.
Late Letters 11.00 to Noon. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

Swatow, Amoy and Foochow	Haimun	Tuesday, 1st, Noon
Macao	Sui Tai	Tuesday, 1st, 1.15 P.M.
Manila, Cebu and Iloilo	Katong	Tuesday, 1st, 3.00 P.M.
Manila, Cebu and Iloilo	Bubi	Tuesday, 1st, 3.00 P.M.
Swatow, Waihai, Chofoo and Tientsin	Huichow	Tuesday, 1st, 3.00 P.M.
Amoy, Tientsin, Chofoo and Newchwang	Yanchang	Tuesday, 1st, 3.00 P.M.
Singapore, Penang and Colombo	Kiwan Maru	Tuesday, 1st, 5.00 P.M.

Fort Bayard and Haiphong	Sikong	Wednesday, 2nd, 8.00 A.M.
Swatow, Amoy and Foochow	Choshen Maru	Wednesday, 2nd, 9.00 A.M.
Macao	Sui Tai	Wednesday, 2nd, 1.15 P.M.
SHANGHAI SIBERIAN MAIL TO EUROPE	Devanha	Wednesday, 2nd, 5.00 P.M.

Holbow and Haiphong	Sungkiang	Wednesday, 2nd, 5.00 P.M.
Waihai and Tientsin	Chipsing	Thursday, 3rd, 11.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Yibodas	Thursday, 3rd, 1.15 P.M.
Macao	Sui Tai	Thursday, 3rd, 3.00 P.M.
Shanghai	Ankai	Thursday, 3rd, 3.00 P.M.
Singapore and Colombo	Pentokenhire	Thursday, 3rd, 5.00 P.M.
Ningpo and Shanghai	Chongzang	Friday, 4th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Persia	Friday, 4th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		

Singapore, Penang and Calcutta	Lightning	Friday, 4th, 10.00 A.M.
Manila (Taking Mail for Cebu and Iloilo)		
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Kunano Maru	Friday, 4th, 10.00 A.M.

Macao	Sui Tai	Friday, 4th, 1.15 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 4th, Noon
Manila	Yuenang	Saturday, 5th, 1.00 P.M.
Taking Mail for Cebu and Iloilo		
Macao	Sui Tai	Saturday, 5th, 1.15 P.M.

SHANGHAI SIBERIAN MAIL TO EUROPE	Chenan	Saturday, 5th, 5.00 P.M.
Keelung, Nagasaki, Kobe, Shimidzu, Yokohama, and Seattle	Minnesota	Sunday, 6th, 9.00 A.M.
Shanghai, Kobe and Moji	Fookang	Tuesday, 8th, 11.00 A.M.
Singapore, Penang and Calcutta	Kutsang	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Hattori	Tuesday, 8th, 3.00 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 8th, 3.00 P.M.

EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai	Linan	Friday, 10th, 3.00 P.M.
		Friday, 11th
		Printed Matter and Samples
		Registration... 11.00 A.M.
		(Registration, with late fee of 10 cents, up to 11.30 A.M.)

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	Korea	Registration, Kowloon B.O., 11.00 A.M.
		No late fee... Noon
		Letters

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

July 31st.	
ON LONDON	Telegraphic Transfer 1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
ON PARIS	Bank Bills, on demand 224 1/2
Credits, at 4 months' sight	224 1/2
ON GERMANY	On demand 182
ON NEW YORK	Bank Bills, on demand 43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY	Telegraphic Transfer 133 1/2
Bank, on demand	133 1/2
ON CALCUTTA	Telegraphic Transfer 133 1/2
Bank, on demand	133 1/2
ON RANGOON	Bank, at sight 74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA	On demand 87 1/2
ON MANILA	On demand 76 1/2
ON SINGAPORE	On demand 76 1/2
ON BATAVIA	On demand 106 1/2
ON HAIPHONG	On demand 11 1/2 p.m.
ON SAIGON	On demand 11 1/2 p.m.
ON BANGKOK	On demand 84 1/2
Sovereigns, Bank's Buying Rate	111.15
GOLD LEAF, 100 fine, per toad	358.20
BAR SILVER, per oz.	23 1/2

SUBSIDIARY COINS.	
Chinese	20 cents pieces, per cent 87.28 discount
Chinese	10 " " 87.53 "
Hongkong	20 " " 87.14 "
Hongkong	10 " " 87.29 "

SHARE LIST.—QUOTATIONS. HONGKONG, JULY 31st, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	122,000	\$125	all	\$910, sellers
China Banking Company, Limited	60,000	\$12	all	\$93
China Light and Power Company, Limited	50,000	\$1	all	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.60, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6 1/2
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	a l	Tls. 46.
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 59.
Toy Chai Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$7 1/2		\$22, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$63	all	\$63
New Amoy Dock Co., Limited	10,000	\$63	all	\$63
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, buyers
Hongkong Hotel Company, Limited	8,000	\$50	all	\$119 1/2, sellers
Manila Metropole Hotel Limited	18,000	P. 10	all	\$71
Hongkong Ice Company, Limited	50,000	\$45	all	\$45
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$18 x div.
Hongkong South China Steam Fisheries Co., Ltd.	16,000	\$10	all	\$7 1/2, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$122 1/2, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$337 1/2, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 167 1/2
Union Insurance Society, Limited	12,400	\$250	\$100	\$815
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, @ Ex 75
LAND AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$92 1/2, x d. buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$61, buyers
Kowloon Land and Building Co., Ltd.	78,000	\$50	\$30	\$26, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 91 x div.
West Point Building Co., Limited	12,500	\$50	all	\$45, x. div. bu.
MISCELLANEOUS.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$12, sales
Philippines Co., Limited	50,000	\$10	all	\$1.10, buyers
RUBBER.				
China Rubber Refining Co., Limited	20,000	\$100	all	\$106, buyers
Latex Sugar Refining Co., Limited	7,000	\$100	all	\$241, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$49, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$50 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$64 1/2, L. don.
Shell Transport & Trading Co., Limited	60,000 def.	\$5	all	\$5 17. 6.
Star Ferry Company, Limited	10,000	\$10	all	\$90 1/2, sellers
South China Morning Post, Limited	10,000	\$10	all	\$25 1/2
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STRENGTH AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4.40
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10.
Union Waterboat Co., Limited	100 fdrms	\$10	all	\$300.
	50,000	\$10	all	\$63, sales

Daily Wire			
Para Rubber in London	Loans.	Amount.	Value.
Chinese Imperial 1885	Tls. 757,200	Tls. 250	7 1/2 p. annum
			VERNON & SMYTH, Share-Brokers.

TELE. ADDRESS: MARINEWORK. 司公限有林威積
WILLIAM C. JACK & CO., LTD.
Gas Lighting, Heating and Cooking.

The most Efficient, Economical, and Reliable is the

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Q The Welsbach guaranteed burners, with Mantles of Welsbach Manufacture and Welsbach Antisic Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

Q Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption.

Q Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-rooms

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(Sole Agents for The Welsbach Incandescent Gas Light Co., Ltd., London.)

Fig. 604. A
Candle Power.
A 150 " 20
E 200 " 30

Welsbach Incandescent Petroleum Lamp.

CLEARING OUT STOCK OF MANESTIL AND FITTINGS AT CUTPRICES. [57]

THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



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THE MAN
OF TASTE

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HERMETICALLY SEALED BOXES

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PER 100

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STERILIZED NATURAL MILK.

A trial of which will satisfy you of its

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PRICE:

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\$2.50 For Doz. Tins.
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DAVE, ORAWFORD & Co.
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CHEONG TYS, Queen's Road Central.
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MUTUAL STORES, Queen's Road Central.
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HIGHLAND NECTAR SCOTCH WHISKY.

This Whisky is made by the Distillers Company, Ltd., of London and Edinburgh (the largest Distillery owners in the world), and is guaranteed by them to be of great age and purity. Mild, Mellow and Mature, it is strongly recommended to those who desire a really good Whisky at a Reasonable Price.

\$24 PER CASE OF 1 DOZ. BOTTLES.

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H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,

HONGKONG.

TO-DAY
9.15 P.M.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Saturday, 5th August—Meeting of Hongkong Jockey Club at 12.30 P.M.
Saturday, 5th August—Variety Entertainment at Mount Austin Barracks, at 9.15 P.M.
Tuesday, 8th August—Nineteenth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd., Noon.
Wednesday, 9th August—Ordinary General Meeting of Hongkong and South China Steam Fisheries Co., Ltd., Noon.
Saturday, 12th August—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., at 12.30 P.M.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909.
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

OPIUM.
July 27th.

Quotations are:—
Malwa New ... 42,350/2,400 per picul;
Malwa Old ... 42,420/2,450 "
Malwa Older ... 42,500/2,550 "
Malwa V. Old ... 42,600/2,700 "
Persian fine quality ... 41,200 "
Persian extra fine ... 42,300 "
Patna New ... 42,600 per chest
Patna Old ... 42,450 "
Benares New ... 42,450 "
Benares Old ... 42,400 "

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Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10a Des

Voeux Road Central, Victoria, Hongkong; London Office, 151, Fleet Street E.C.